

28 July 2007

1002

cc: Don Leavitt

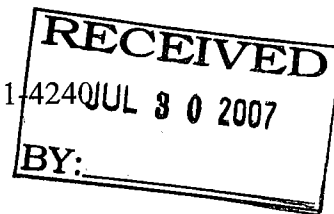
Fig. 1.1 Map should show "I-580" near Livermore & Altamont Pass, Hayward is north, not south of Union City.

Page 3-5 Line 1: add "fill or" after "arrival".

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27 June 2007



PS: Sending copy also to David Valenstein, FRA.

California High-Speed Rail Authority  
925 I Street, Suite 1425  
Sacramento, CA 95814

Confirming and extending my remarks at today's Board meeting, I hope that you will consider these concepts in your Draft Bay Area to Central Valley HST Program EIR/EIS:

Page 19. Delete the Travel Times to Sacramento. Service from the Bay Area to Sacramento should be via Martinez. That travel would not go by either the Altamont or Pacheco Pass.

I002-1

Plan for three routes:

Actually only 2  
HSR routes and  
1 Capitol Corridor.

1. LA-Pacheco Pass-SJ-SF;
2. SJ-Okld-Mtz-Sac; (Capitol Corridor Rty, but via Muford)
3. LA-Valley-Sac.

I002-2

The old SP Valuation Maps suggest ways to speed up Okld-Sac run times, but they would obviously need BCDC approval.

I002-3

Work with Caltrans and BART to extend BART's I-580 line to Greenville Road, with probably two stations in the freeway median: West Livermore near Isabel and East Livermore near the truck scales. East of Greenville Road, it would go under the Westbound I-580 lanes and up to the old SP roadbed. It would follow that roadbed and Old Altamont Pass Road to Mountain House, then to Tracy, and on to an intermodal station on your LA-Sac spine line. (BART trackway costs roughly \$12.5 million/mile in a freeway median, including ballasted double track, traction power, train control, and fencing, but not including stations, cars, land, earthwork, structures, or environmental work.)

I002-4

Unlike freight rail over the Altamont, which is very sensitive to grades, passenger trains such as BART or HSR should easily take 3% grades. If you do run over the Altamont, there appears to be no need to follow the longer and winding freight railroad lines. BART might be a better bet for Central Valley commuters to the Bay Area than HSR.

An Oakland intermodal station near Magnolia (Old SP-WP crossing) would make sense with a new BART West Oakland by-pass line running from the Washington Street portal near downtown Oakland, along the water side of I-880 and the old WP diagonal, back of the post office, and over the SP yard to the Trans-Bay tube. I realize this would be expensive, but it seems like the best way to get a real intermodal in Oakland. BART's Trans-Bay tube would eliminate the cost of an HSR tube under the Bay, yet provide San Francisco passengers really good access to HSR to Sacramento.

I002-5

I002-6

Your future line between San Jose and Oakland should include a stop at Santa Clara (where a people-mover to SJ airport is planned) and follow the Alviso and Mulford lines through Newark. Possibly it could stay on the water side of I-880 between Mulford and Fruitvale, bypassing Elmhurst and Melrose. Whether or not you run via Elmhurst, you could have a station with great Oakland Airport and BART connections where you run under the planned Oakland Airport people-mover.

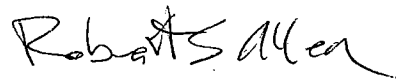
I002-7

At one time, I strongly favored an Altamont route. With CTC's CMIA decision Feb. 28, it looks like I-580 could be widened enough for BART to Greenville Road. A Pacheco Pass route would simplify operations and greatly reduce the cost and impacts of a line over the Altamont, through the Livermore Valley, and down Niles Canyon.

I002-8

I would be glad to discuss these ideas with you or your staff. I am retired from SP (Engineering and Operations), and have experience with D&RGW and C&NW, which are also now part of UP. I am a Life member of AREMA, serve on Committees 12 (Rail Transit) and 17 (High Speed Rail), and was an elected BART Director from 1974 to 1988.

I002-9



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